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Not in Case
No. 15.

BUFFALO AND LAKE HURON RAILWAY.

REPORT

OF

THE DIRECTORS

OF THE

Buffalo and Lake Huron Railway,

FOR THE

HALF-YEAR ENDING JULY 31st, 1863,

WITH

STATEMENTS OF ACCOUNTS, &c., &c.

LONDON:

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—
1863.

LIST OF DIRECTORS, 31ST JULY 1863.

President.

PHILIP RAWSON, Esq., Liverpool.

English Board.

CHARLES LANGTON, Esq., Liverpool.

CHARLES HOLLAND, Esq., Liverpool.

MAXWELL HYSLOP, Esq., Liverpool.

ALEXANDER MAC EWEN, Esq., Glasgow.

Canadian Board.

ALLEN CLEGHORN, Esq., Brantford, C. W.

A. DIGBY, Esq., M. D., Brantford, C. W.

WILLIAM MAC LEAN, Esq., Brantford, C. W.

General Traffic Manager

ABRAHAM FELL.

Secretaries.

THOMAS SHORT,
80, Lombard Street, London.

WILLIAM MAC LEAN,
Brantford, C. W.

BUFFALO AND LAKE HURON RAILWAY.

R E P O R T

FOR THE HALF-YEAR ENDING 31ST JULY, 1863.

The Accounts for the half-year ending 31st July, 1863, herewith submitted, show a continued progress in the business of the road, and a material improvement in the prospects of the Company.

The gross earnings, although for the usually less profitable portion of the year, exceed by £2,820 those of any previous six months, and notwithstanding a considerable outlay for renewals, the net revenue is also the highest yet attained.

The following figures show the results as compared with the corresponding period of 1862:—

	1863.	1862.	
Gross Earnings . . .	£ 52,841	£ 47,084	£ 5,757 increase.
Ordinary Expenses	33,714	36,176	2,462 decrease.
	<u>£ 19,127</u>	<u>10,908</u>	<u>8,219 increase.</u>
Renewal of Rails .	3,356	3,311	45
Net Revenue	<u>£ 15,771</u>	<u>£ 7,597</u>	<u>£ 8,174 increase.</u>

A serious deduction from Revenue, must however be made, in the shape of loss arising from the present exceptional position of the American currency, amounting in the half-year to £ 3,489, as compared with £ 328; further deduction also of an exceptional character must be made for hire of cars, amounting to £ 886 2s. 6d.

The interest charges for the half-year, including temporary loans, amount to	£ 15,882
and the net revenue, after deducting loss on exchange, to	12,282
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Leaving a deficiency of	£ 3,600
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Those coupons only which fell due before the Meeting in May last, amounting to £ 5,213, have been paid, in conformity with the arrangement emanating from the Bondholders then present.

The *ordinary* working expenses amount to 63½ per cent., as compared with 76 per cent. in 1862, and there can be little doubt that as the earnings of the road increase, the proportion of working expenses will further materially diminish.

Considerable reductions have been effected in the Locomotive and Car departments, while the condition of the Rolling Stock has been kept up and improved.

In maintenance of way, a greatly increased amount of labour and material has been expended, without further cost to the Company than the amount paid under the recent contract, as will be seen on reference to the Engineer's Report herewith.

CAPITAL AND FINANCE.

The ready assent of the Bondholders to the proposition made at the last General Meeting, and the adhesion to it in the large amount of coupons sent in for capitalization, justified the Directors in applying to the Provincial Parliament for a

bill to legalize the arrangement. On its afterwards appearing, however, that a considerable minority of Bondholders dissented from the measure, the Bill was ordered to be withdrawn. Orders had meantime already been given for the construction of 150 new cars (100 freight and 50 cattle), which were urgently required in order to develop the traffic. The cost of these cars is estimated at £ 20,000; the amount already expended and charged to capital is £ 3,615 12s. 1d. The other items to the debit of this account, are £ 3,020 1s. 11d., for payments on account of Goderich Harbor Pier Works, Dredging, and Right of Way, including Engineering Charges. Loss on Revenue for Half-Year ending 31st January, 1863, after providing for Interest on Bonds £ 3,141 12 5. and preliminary expenses connected with proposed extensions, £ 1,210 8s. 7d.

It is now proposed to raise the requisite capital for the works recommended in the Supplementary Report of the last half-year, on security of the large unencumbered property of the Company, in such a manner as will afford a first-class security to investors, without being an excessive charge on the Company. The Board will submit their views at an early moment on the best means of effecting the above object.

In order to secure the control of an efficient steamer for the development of the Saginaw traffic, an advance of £ 2,475 14s. 9d. has been made on security of the Steamer "Canadian." This advance is repayable in instalments over three years, during which time the vessel must remain in the service between Saginaw and Goderich. The results so far of the trade thus opened, are very satisfactory, and there is every reason to believe that this district will prove an important feeder of the road.

RELATIONS WITH OTHER COMPANIES.

The Hamilton and Port Dover Railway was finally made over to the Buffalo and Lake Huron Company in June last, subject to the condition that it shall be completed and opened for traffic within two years; and arrangements have been made for the provisional purchase of Bonds and other outstanding claims, including right of way on moderate terms. The estimate of £ 80,000 for the completion of this highly important access to Lake Ontario, including purchase of Bonds, claims of right of way, wharves, elevators, and thirty acres of water frontage in the city of Hamilton, will not be exceeded. This valuable property will be thus acquired at a very low cost, while the advantage to the Company will, in comparison, be highly important.

Temporary arrangements have been made, and more permanent relations are in negotiation, with the Grand Trunk Railway Company by which the Buffalo and Lake Huron road, between Buffalo and Stratford, will form part of an integral through route from Buffalo to Detroit, *via* Sarnia. The importance of a development of through traffic cannot be over-estimated, and the results already obtained this summer from necessarily imperfect arrangements, fully demonstrate the capabilities of the route. The through passenger receipts for the first eight weeks of the current half-year amount to \$ 14,046 as compared with \$ 2,029—an average increase of over \$ 1,500 per week, and as the trains by this route keep the same time and connections as those of the Great Western Railway, it may be confidently reckoned that a full share of the travel, hitherto monopolised by that road, will in future be obtained by the Buffalo and Detroit line. For goods traffic, the new route will have a decided advantage over the Great Western in the circumstance of its having one terminus at Buffalo, and your Directors anticipate a satisfactory business in the coming winter. One of the most important arrange-

ments in contemplation is the laying of a third rail between Buffalo and Sarnia, so as to carry the American gauge across Canada,—thus making an unbroken communication between New York and the Mississippi, and rendering available for the Buffalo and Detroit line, the rolling stock of the great connecting narrow gauge lines on both sides. The proportion of costs to the Buffalo and Lake Huron Company will be trifling in comparison with the immense advantages to be derived from this proposition.

The carrying out of the Bridge project being necessarily contingent upon the financial arrangements which are still in abeyance, no further progress has been made in this important matter.

DIRECTION AND EXECUTIVE.

The Board have to announce that the engagement with Mr. Carter has been terminated by mutual consent, and that he has ceased to be General Manager of the Company's affairs and a Director of the Canadian Board. Mr. Fell has in consequence been appointed General Traffic Manager; this and other arrangements made for the conduct of the Company's business, will, the Directors believe, prove economical and beneficial.

The instructions given to the Canadian Executive vest the control of the Company's affairs in the English Board, maintaining however the supervision of their Canadian Colleagues, whose services to the Company up to this time the Directors have pleasure in acknowledging.

It will be necessary to elect the Directors of the Company at the forthcoming meeting, in conformity with the statute. They are Messrs. Cleghorn, Digby, and Maclean, in Canada, and Messrs. Rawson, Langton, Holland, Hyslop, and McEwen, in England. It is again suggested that the Bondholders should be represented at the English Board, and a seat is placed at their disposal accordingly. Pending other

arrangements the Board have elected Mr. Maclean, the Secretary of the Canadian Board, a Director, and have transferred to him the necessary qualification, lately held by Mr. Carter. The shareholders are asked to confirm this temporary arrangement, which was needful to give legal effect to the proceedings of the Board in Canada.

The Board have deemed it desirable to apply for powers to transfer the legal status of the Company to this country, and they believe that this will meet with the approval of the proprietors.

Particulars relating to the accounts and departments of the Company are annexed.

CONCLUSION.

In conclusion, the Directors are happy to state that an excellent harvest has been secured in Western Canada, and that there is every prospect of the local traffic of the Railways fully recovering from the depression caused by a previously bad agricultural season.

Signed on behalf of the Board of Directors in England.

PHILIP RAWSON,

President.

October 7th, 1863.

REVENUE AND EXPENSES.

	31st Jan., 1860.			31st July, 1860.			31st Jan., 1861.			31st July, 1861.			31st Jan., 1862.			31st July, 1862.			31st Jan., 1863.			31st July, 1863.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
REVENUE:—																								
Passengers	11,092	8	2	9,312	11	7	11,262	9	9	10,307	6	11	12,311	15	1	10,620	14	3	13,378	13	8	14,434	6	1
Freight	23,762	2	1	17,763	7	6	23,348	13	6	24,417	3	10	36,177	6	0	34,821	15	10	33,104	18	6	36,214	16	0
Mails	496	4	9	496	4	8	496	4	8	496	4	8	496	4	8	496	4	8	496	4	8	496	4	8
Express and Parcels	225	9	6	449	19	5	580	19	7	614	12	1	550	0	2	686	7	1	587	7	1	700	13	8
Sundries	259	15	3	264	4	6	303	5	3	381	2	1	455	14	1	459	1	0	792	8	0	995	7	2
Total	35,835	19	9	28,286	7	8	36,596	12	9	36,216	9	7	50,021	0	0	47,094	2	10	47,359	11	11	52,841	7	7
EXPENSES:—																								
Maintenance	7,242	10	11	7,315	4	5	6,391	3	8	7,465	0	1	7,001	19	9	6,771	14	11	4,826	1	6	6,833	16	5
Locomotive & Car Expenses	5,820	0	4	5,132	17	11	6,163	9	6	7,341	12	9	9,244	5	2	10,085	1	9	7,128	15	9	7,547	19	1
Transportation Expenses	4,794	9	5	4,361	10	6	5,043	9	4	5,803	8	2	7,031	19	2	7,974	6	5	7,518	2	6	7,450	10	9
General Charges	3,383	9	0	3,161	5	3	3,107	8	4	3,422	0	6	4,173	5	2	3,604	3	5	3,695	17	8	3,946	14	8
Working Niagara Ferry	2,047	6	11	2,550	9	9	1,367	10	7	1,794	5	6	1,893	17	4	1,602	14	9	1,602	14	9	1,625	15	6
Agencies	1,387	2	0	628	5	0	552	3	8	659	19	11	963	12	1	704	18	2	648	10	9	521	3	7
Sundries as per Abstracts	5,015	10	5	4,251	19	1	4,631	0	10	4,035	2	11	5,738	11	1	5,226	6	6	5,401	10	3	5,569	9	0
Total	29,755	2	0	26,481	11	11	27,296	5	11	30,571	9	10	36,051	9	8	35,939	5	11*	30,821	13	2*	33,495	9	0*

* Exclusive of Renewal of Iron, Hire of Cars, and Discount on American currency, &c. See Revenue Statement.

Per centage of total Expenses on gross receipts, including exceptional charges.

Jan., 1860.	July, 1860.	Jan., 1861.	July, 1861.	Jan., 1862.	July, 1862.	Jan., 1863.	July, 1863.
83	95	75	84	75	85	71	78

The following table will further show the Comparative results for the same period, in an abstract form.

	1860.		1861.	
	31st Jan., 1860.	31st July, 1860.	31st Jan., 1861.	31st July, 1861.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Revenue	35,835 19 9	28,286 7 8	36,596 12 9	36,216 9 7
Expenses	29,755 2 0	26,989 11 9	27,296 5 11	30,571 9 10
	6,080 17 9	1,296 15 11	9,300 6 10	5,644 19 9
Average m^{ile} w^{eek}	8 11 2	6 15 2	8 14 10	8 13 0
Average Weekly Traffic	1,378 6 1	1,087 18 9	1,407 11 3	1,392 19 2
Clear aver. weekly profit	233 17 7	49 17 6	357 14 1	217 2 3
Per centage of Expenses	83	95	75	84

	1862.		1863.	
	31st Jan., 1862.	31st July, 1862.	31st Jan., 1863.	31st July, 1863.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Revenue	50,021 0 0	47,084 2 10	47,359 11 11	52,941 7 7
Expenses	37,775 2 3	35,989 5 11	30,321 13 2	33,495 9 0
	12,245 17 9	11,094 16 11	16,537 18 9	19,345 18 7
Average m^{ile} w^{eek}	12 0 0	11 5 0	11 6 3	12 12 6
Average Weekly Traffic	1,923 17 8	1,310 18 7	1,821 10 5	2,032 7 3
Clear aver. weekly profit	471 0 0	426 14 6	636 1 6	744 1 6
Per centage of Expenses	75	76	65	63

Average cost per mile per annum of maintenance of way,—

Jan., 1860.	July, 1860.	Jan., 1861.	July, 1861.	Jan., 1862.	July, 1862.	Jan., 1863.	July, 1863
£ 90 0 9	£ 93 0 0	£ 82 4 0	£ 92 0 0	£ 87 0 0	£ 126 6 0*	£ 80 0 0*	£ 126 11 6*

GENERAL BALANCE SHEET.

The Credit Balance at the Company's Bankers, as per General Balance Sheet, amounts to £15,181 1s. 1d. as follows :

England.....	£ 2,394 11 1
Brantford, Bank of Montreal \$	23,510
Buffalo, Manufacturers and	
Trader's Bank	38,412†
	<u>£ 12,787 10 0</u>

The large amount of cash in Buffalo is mainly required to pay for supplies of material ordered there for the construction of the new Cars.

The balance of £15,496 0s. 5d. at the credit of the Stores and Wood accounts, consists of

General Stores	\$ 32,713.47
Engineering do.	13,004.94
Cordwood	19,850.48
	<u>£ 15,496 0 5</u>

The outstandings, amounting to £7,870 0s. 11d., under the head of Sundry Floating Accounts with Stations and Agents consist, of

Station outstandings....	\$ 28,524.49
Agencies	9,776.59
	<u>£ 7,870 0 11</u>

* Includes renewal of Iron.

† Subject to Discount at the current rate of Exchange, on such portion only as is required to meet liabilities in Canada.

LOCOMOTIVE DEPARTMENT.

The Locomotive Superintendent reports that, of the Company's twenty-seven engines, six have been thoroughly repaired. The condition of the Company's stock, therefore, stands thus—twenty in first class condition, four in good working order, one in working order, one under heavy repair, and one under light repair.

The accounts for this department for the last half-year, as compared with the corresponding period of the previous year, show the following results. The traffic mileage was 10,467 miles less, but the tonnage hauled was 3,961 tons and 145 cars of stock more, and the tonnage has been hauled 12 per cent. greater distance. The total expense of this department was \$12,347.25 less, thus showing a large increase in the work performed, and a very large decrease in the working expenses.

LOCOMOTIVE AND CAR EXPENSES.

	31st July, 1860.	31st Jan., 1861.	31st July, 1861.	31st Jan., 1862.	31st July, 1862.	31st Jan., 1863.	31st July, 1863.
Miles run	157,012	175,510	224,565	270,607	265,561	219,577	255,094
Locomotive and							
Car expenses . . .	\$35,507.19	\$33,114.42	\$45,580.59	\$58,790.00	\$62,173.45	\$44,163.41	\$46,956.21
Cost per mile run	10½d.	10½d.	10½d.	10½d.	11½d.	10d.	9d.

Attention is directed to abstracts D and E in connection with the above statement, where it will be found that the decrease of £2,537 2s. 8d. under the head of "Locomotive Expenses," as compared with the corresponding half-year arises chiefly in wages to enginemen, fuel, material and wages for repairs; and the decrease of £524 15s. 8d. under the head of "Transportation Expenses" forms part of the decrease of \$3,371.40 arising on "Car Expenses and Repairs," also as compared with the corresponding half-year.

The condition of the Company's cars is given as follows:—

<i>First Class Cars.</i> —No. of cars in good	July, 1862.	July, 1863
running order .	4	12
Do. thoroughly overhauled	2	7

leaving two cars to be repaired, one of which is now nearly completed. In addition to the greater number repaired this half-year, the nature of those repairs has been totally different from former precedents. Old rubber springs with which the cars were furnished, have been replaced by steel springs of the best manufacture, causing a marked improvement in the riding of coaches. The frames have been strengthened with iron trusses, and the outside panelling is altered so as to prevent wet or damp to the frame, and the consequent liability to rot.

Second Class Cars.—Two of these are in good running order leaving one laid up for repairs.

Post Office and Baggage Cars.—Four baggage cars have been repaired this half-year and fitted with a compartment for carrying second class passengers. There are ten of these in good running order, as compared with seven at the corresponding period of last year.

Freight Cars.—Thirty-six of these have been overhauled. The number of wheels renewed this half-year is eighty-six. A change has been made in the car bearings, causing them to haul much easier than before. On account of the high price of cotton waste, wood packing has been introduced into the axle boxes, and has been found to answer.

Cost of Maintenance of Cars.—There has been a much greater amount of repairs done this half-year, and 3,961 tons more freight moved over a greater number of miles, showing an increase of work done by the cars. There have also been fifty-seven more cars in commission to maintain; notwithstanding which, the total cost of repairing cars is \$2,876 92,

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or 22 per cent. less than the corresponding half of last year ; and the train mileage, with a much larger number of cars on each train, is $\frac{93}{100}$ of a cent. less.

Construction of 150 Cars.—The difficulty of procuring a large quantity of timber at an unseasonable time of year has somewhat delayed the building of these cars ; however, every exertion is being made to complete this order satisfactorily by the time specified—January, 1864.

STORES.

The stock of Wood on hand at the beginning of the half-year was 6,525 cords,
and there has been purchased during the $\frac{1}{2}$ -year . 13,673 $\frac{1}{2}$.

Making a total of 20,198 $\frac{1}{2}$
The quantity delivered from Stock was 5,624 $\frac{1}{2}$

Leaving a balance of 14,574 cords.

The cost of wood per cord consumed this half-year is \$ 2.60, showing a decrease on last half-year of 10 cents per cord.

There has been purchased during the half-year 13,673 $\frac{1}{2}$ cords of wood, at an average rate of \$ 1.39 $\frac{1}{2}$ per cord, the wood being of the best quality. Of this quantity 3,548 $\frac{1}{2}$ cords were delivered at wood stations, and will not require further hauling.

The value of the Stores and Stationery issued is shown below, in comparison with the corresponding period of last year, viz. :—

General Stores issued this half-year.....	\$ 36,691.37
Ditto corresponding half of last year	42,187 21
Decrease	<u><u>\$ 5,495.84</u></u>

Stationery issued this half-year	\$ 1,475.24
Ditto corresponding half of last year	1,450.51
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Increase	\$ 24.73
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The value of Stock on hand shows as follows in comparison with the corresponding half of last year, viz. :—

Stock on hand at close of present half-year.	\$ 31,770.35
Ditto corresponding half of last year	32,095.82
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Decrease	\$ 325.47
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The Petroleum Oil of the country is used for all purposes, and found to possess the advantages anticipated. Cotton rags are used instead of cotton waste, and benzole instead of turpentine, in both cases with a marked benefit.

The Stock of Stores has been taken at the close of this half-year, and it is found to agree with the book accounts very satisfactorily.

THOMAS SHORT,

Secretary.

80, Lombard Street, London,

October 7th, 1863.

BUFFALO AND LAKE HURON RAILWAY.

Engineer Department,
Brantford, C.W., 11th September, 1863.

The General Manager, Brantford.

Dear Sir,

I have the honor to submit the following Report for the half-year ending 31st July, 1863 :—

WORKS OF CONSTRUCTION.

Goderich Harbor.—The contract for the extension of the North Pier 400 feet into the Lake was completed in August. It is substantially built, and, with the previous extension, makes 500 feet in length of extension of the original pier, the whole being now 1,210 feet long. The water at the outer end is now 15 feet deep, and within 100 feet outside deepens into 17 feet of water.

The South Pier, which requires an extension of about 600 feet in length, and entire reconstruction of over 300 feet, in all 900 feet, is now in hand, the work having been commenced in July ; it consists of 580 feet in length of piling in double rows braced together, 170 feet of crib-work, and 150 feet of timber facing backed with stone and filled up with gravel, adjoining the shore line. This work will be carried out by the Company without the intervention of a Contractor ; the material is all purchased, and a portion of the crib-work commenced.

Dredging.—The shallow caused by the formation of a bar at the entrance to the harbour previous to the opening of navigation this spring having been removed by a drag or rake I constructed for the purpose, and the channel since deepened by dredging, no obstruction to navigation has arisen

this season ; this contract is well in progress, and the 25,000 yards agreed for will be taken out by the end of September, giving a depth in the entrance of 14 to 17 feet, and improving the area of deep water alongside the Freight Platforms, there being now sufficient length for three propellers to unload at the same time.

Main Line.—The works done during the half-year were as follows:—Sheeting the tower of Goderich Elevator with iron plates ; finishing the new freight shed at Buffalo ; signals and gates for the new Seaforth siding ; a tramway to the new car shop, Brantford ; an improvement to the garrison road crossing at Fort Erie, and three new farm crossings.

Maintenance of Way and Buildings.—This work has been done throughout the half-year by the Company through the Engineer Department, and the most satisfactory progress has been made in improving the track and working plant of the Company. Large renewals of sleepers were urgently required to preserve the road-bed. For these works additional labor was required ; and during the months of April, May, June, and July, an extra force of from thirty to forty men were employed to assist in putting in sleepers, re-laying rails, lifting track, and repairing bridges, as well as in re-building trackmen's lorries, many of which were unfit for use.

The material used for repairs consisted of 37,369 sleepers ; put into the track 75 kegs of spikes ; 1,128 cast iron chairs ; 89 iron fish plates ; 483 fish plate bolts ; 10,000 fence rails ; 52,810 feet B M of fence lumber ; 22,767 feet B M of timber for bridges, in addition to iron work, spikes, and sundries.

Renewals of Iron.—1,571 rails were repaired in the Company's shops, the repairs consisting of 2,557 flanges and 5,736½ lineal feet of surface of iron welded on, the whole amounting to 235,100 tons, and costing \$ 12,100 per ton inclusive of bar-iron for welding on.

391½ tons of rails have been re-rolled at the Buffalo Rolling Mills, and re-laid in the track ; these rails are mostly of 30 feet

lengths, fished at the joints with oak plates, 5 feet in length, and make a very smooth track.

Timber arches and additional chord pieces have been framed for Smith's Creek bridge, and these will be put on the bridge in August and September. Material is on hand for the entire re-construction of Port Colborne swing bridge, and this work will be carried out during the winter, when navigation will be closed, and the bridge can be shored up.

It will be advisable to make arrangements during the winter for material to construct a trestle support under the Paris bridge next year, preparatory to the renewal, which will require an outlay of \$ 10,000, to be spread over three years.

It will also be necessary to provide for the purchase of not less than 60,000 sleepers for service in 1864; these should be arranged for and got on the road during the ensuing winter.

In conclusion, I can state that a very great improvement has been effected in the condition of the entire road and works during the half-year by the expenditure of the large amounts of labor and material I have specified in detail above; and I consider it a subject for congratulation that all this work has been effected at a cost of only \$ 302 $\frac{08}{100}$ in excess of the contract cost of maintenance for the corresponding half-year ending 31st July, 1862.

Yours truly,

T. N. MOLESWORTH.

BUFFALO AND LAKE HURON RAILWAY.

*Comparative Statistical Returns for the Half-Years ending
31st July, 1863, and 1862.*

PARTICULARS.	1863.	1862.	Increase.	Decrease.
1. The amount expended in Construction....	\$ 34,014.19	\$ 45,339.76	....	\$ 11,205.57
2. The amount expended in Maintenance of Way and Buildings (including Renewal Iron.....)	\$ 48,333.45	\$ 47,473.98	\$ 859.47	....
3. The amount expended in Repairs of Dock Works of Niagara Ferry	\$ 1,256.53	\$ 1,599.11	....	\$ 342.58
4 The amount expended in working Niagara Ferry.	\$ 7,912.10	\$ 7,800.00	\$ 112.10	....
5. The amount paid to the New York Central R. R. Company for Rent and Toll--				
Rent	\$ 4,680.00	\$ 4,680.00	....	....
Haulage.....	\$ 9,496.99	\$ 6,589.82	\$ 2,907.17	....
6. The Traffic Mileage	Miles. 255,094	Miles. 265,551	Miles.	Miles. 10,467
7. The Construction Mileage..	" nil."	9,820	....	9,820
8. The Wood Train Mileage ..	4,600	11,153	....	6,553
9. The No. of Passengers	No. 70,471	No. 60,433	No. 10,038	No.
10. The average distance travelled per Passenger	Miles. 41.33½	Miles. 34.20	Miles. 7.13	Miles.
11. The average Fare received per Passenger	cts. 90½	cts. 85½	cts. 14½	....
12. The average sum received for carrying one Passenger one mile	cts. 02½	cts. 02½	....	cts. 00 1/10

PARTICULARS.	1893.	1892.	Increase.	Decrease.
13. The average amount of dead weight for each Passenger conveyed	747 lbs.	533 lbs.	214 lbs.	....
14. The weight in Tons (2000 lbs.) of Freight conveyed	Tons. 92,876	Tons. 88,915	Tons. 3,961	Tons.
15. The average distance Freight has been conveyed	Miles. 93.00	Miles. 83.18	Miles. 9.82	Miles.
16. The average rate per Ton ..	\$ 1.75½	\$ 1.00½	....	cts. 1.
17. The average sum received for carrying one ton of Freight one mile	cts. 01.½	cts. 02.½	....	ct. ½
18. The average amount of dead weight moved for one ton of Freight conveyed	Tons. 2.60	Tons. 2.38	Tons. .28	Tons.
19. The No. of Live Stock conveyed:--	No.	No.	No.	No.
Horses	108	170	....	62
Cattle	12,658	10,010	2,648	....
Hogs	10,657	8,030	2,627	....
Calves	75	104	....	110
Sheep	6,572	3,307	3,265	....
20. The average distance Live Stock has been conveyed.	Miles. 86.25	Miles. 80.00	Miles. 6.25	Miles.
21. The average rate per Car load	\$14.98	\$10.05	\$ 4.93	....
22. The average sum received for carrying one Car Stock one mile	cts. 17.½	13½	cts. 3½	....
23. The average amount of dead weight moved for each Car Stock conveyed	Tons. 16½	Tons. 15½	Tons.	Tons.
24. The average rate of Speed of Passenger Trains	Miles. 27.26	Miles. 28.39	Miles.	Miles. 1.13
25. The average rate of Speed of Mixed Trains	19.00	18.90	.01	....
26. The average rate of Speed of Freight Trains	15.66	15.48	.18	....
27. The average rate of Speed of Construction Trains ..	"ml."	10.00	....	10.00

Decrease.

PARTICULARS

1863

1862

Increase

Decrease

28. The Traffic Receipts, Eastern Division, showing Local and Through separately

1863.

Local.	Foreign.
\$ cts.	\$ cts.

Passengers 28,151.83	10,351.77
Freight . . 40,143.05	21,630.48
Live Stock 918.35	10,455.13

\$69,213.23	\$1,427.38
-------------	------------

\$120,619.61	\$92,465.78	\$28,174.83
--------------	-------------	-------------

1862.

Local.	Foreign.
\$ cts.	\$ cts.

Passengers 24,605.79	6,493.70
Freight . . 38,206.91	15,582.53
Live Stock 876.45	6,640.40

\$63,749.15	\$28,716.63
-------------	-------------

29. The Traffic Receipts on Western Division, showing Local and Through separately :-

1863.

Local.	Foreign.
\$ cts.	\$ cts.

Passengers 18,626.59	4,116.68
Freight . . 82,600.10	18,549.97
Live Stock 762.00	1,136.23

\$102,048.75	\$23,802.88
--------------	-------------

\$125,851.63	\$129,687.76	\$2,836.13
--------------	--------------	------------

1862.

Local.	Foreign.
\$ cts.	\$ cts.

Passengers 19,927.58	600.41
Freight . . 95,973.73	11,580.23
Live Stock 596.81	"nil."

\$116,498.12	\$12,180.64
--------------	-------------

30. Lake Traffic to and from Goderich Harbor, included in Western Division Traffic as above :-

1863.

Tons.	Dols.	Cts.
-------	-------	------

Forwarded, 29,826	39,192.80
Received . . 2,196	3,173.86

Tons. 32,022	\$42,366.66
--------------	-------------

1862.

Tons.	Dols.	Cts.
-------	-------	------

24,144	31,285.12
450	972.47

24,594	\$32,257.59	\$10,109.07
--------	-------------	-------------

PARTICULARS.	1863.	1862.	Increase.	Decrease
31. The Traffic Receipts per mile, per week	\$ 61.43	\$ 54.72	\$ 6.71	....
32. The Traffic Expenses per mile, per week	\$ 20.14	\$ 20.83	....	\$ 69
33. The Traffic Receipts per Train mile	\$ 1.00½	cts. 86½ ₁₀	cts. 14½	....
34. The Traffic Expenses per Train mile	cts. 33½	cts. 32½	cts. 2 ₃	....
35. The amount of Claims paid by Traffic Department ..	\$ 1,680.23	\$ 2,916.26	....	\$ 1,236.03
36. The amount paid for Demur- rage on Foreign Cars ...	\$ 2,988.00	\$ 4,629.51	....	\$ 1,641.51
37. The amount received for Demurrage on B. & L. H. Cars	\$ 5,148.42	\$ 702.98	\$ 4,445.44	....
38. The amount paid in Traffic, Salaries, and Wages	\$ 35,494.45	\$ 30,753.06	\$ 4,761.39	....
39. The amount paid in Wages for Working the Traffic .	\$ 30,745.88	\$ 25,966.39	\$ 4,779.49	....
40. The aggregate Working Ex- penses in per centage on Gross Receipts	Per Cent. 78	Per Cent. 85½	....	Per Cent. 07½
41. Ditto. Less Renewals, Car Hire, and Loss on Ex- change	63½	76	....	12½

THOS. W. BUSSELL, Accountant.

Accountant's Office,
Brantford, C. W.,

September, 1863.

DESCRIPTION.	Bond Capital.			Share Capital Authorised by Act of Parliament.	Capital Authorised by Vote of Proprietors.			Amount unsubscribed.		No. 	Shares possessed by the Company.
	£	s.	d.		No. of Shares.	Value.	£ s. d.	£	s. d.		
Active Bonds.—6 per cent. Mort. Bonds of the Buffalo Brant, and Goderich Company adopted by Buff. and Lake Huron Railway Company in terms of the Agreement * . . . Deferred Bonds Issued—To secure the annual increased rental payable under the above agreement.	500,000	0	0								
Interest commencing at 6 $\frac{3}{4}$ ct. in 1863 on	41,666	13	4								
Do. do. 1864 on	41,666	13	4								
Do. do. 1865 on	41,666	13	4								
Do. do. 1866 on	41,666	13	4								
Original Capital.....				60,000	20 10	1,230,000	1,230,000	0 0			
Preference Shares				15,000	10 0	150,000	150,000	0 0			
8 per Cent. Chattel Mortgage Loan in course of redemption.....						50,000	50,000	0 0			
7 per cent. Redeemable or Preference shares, issued at £ 6 13s. 4d.				25,000	10 0	250,000	85,266	13 4			
							£ 1,471,266	13 4			
							846	13 4	12,083		60,415
Difference in nominal and actual value of the New Redeemable or Preference Shares of £ 10, issued at £ 6 13s. 4d.							£ 1,576,528	6 8			
							103,471	13 4			
							£ 1,680,000	0 0			

* There are Bonds in circulation to the amount of about £4,000 in excess, which the B. B. & G. Co. have not redeemed in accordance with the Agreement of February, 1856.

Dr.

STATEMENT OF CAPITAL ACCOUNT

RECEIPTS.	To 31st Jan., 1863.	1-year 31st July, 1863.	Total.	Sterling.
	\$ Ct.	\$ Ct.	\$ Ct.	£ s. d.
Original Shares	2,993,000.00	.....	2,993,000.00	615,000 0 0
Preference Shares	730,000.00	.....	730,000.00	150,000 0 0
New Shares, April, '59 Issue	2,993,000.00	.. . . .	2,993,000.00	615,000 0 0
New Preference Shares	408,063.99	6,894 44	414,964.43	85,266 13 4
Chattel Mortgage Bonds	64,240.00	.....	64,240.00	13,200 0 0
	\$7,188,309.99	\$6,894.44	\$7,195,204.43	£1,478,466 13 4
Less Chattel Mortgage Bonds paid off dur- ing half-year .....	.....	\$35,040.00	35,040.00	7,200 0 0
	\$7,188,309.99	\$28,145.50	\$7,160,164.43	£1,471,266 13 4
To Balance brought down	.....	.....	\$90,842.47	£18,666 5 3

ABSTRACTS REFERRED TO IN CAPITAL ACCOUNT.

A.		B.	
DIRECTION, SALARIES, &c.		GODERICH EXTENSION AND HARBOUR	
	\$ Ct.		\$ Ct.
Mr. McEwen's Expenses to Canada, Remu- neration, &c.	2,710.73	Paid on Account of Dredging	1,047.44
Proportion of Directors remuneration	421.33	Do. do. Harbour and Pier Works	11,234.17
Ditto Office Expenses and Sundries .	810.14	Do. do. Right of Way	276.00
	\$3,948.20	Proportion of Engineering Charges, Stores and Sundries	1,240.10
			\$14,607.80

HALF

Advertis
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Land for
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Stationary
&c. . . .
Stores . .
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debts.
Interest &
Unsettled
Director
Hamilton
Railway

Buffalo, B
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Deferred I

By Balan

Accountant

ACCOUNT

Sterling.		
£	s.	d.
615,000	0	0
150,000	0	0
615,000	0	0
85,266	13	4
13,200	0	0
1,478,466	13	4
7,200	0	0
1,471,266	13	4
£18,666	5	3

OUNT.

ND HARBOUR

S Ct.		
.....	1,047	44
er Works	11,234	17
.....	276	00
es, Stores	.....	1,240.19
.....	.....	£14,697.80

HALF-YEAR ENDING 31st JULY, 1863.

Cr.

PAYMENTS.	To 31st Jan., 1863.		1-year 31st July, 1863.		Total.		Sterling.		
	\$	Ct.	\$	Ct.	\$	Ct.	£	s.	d.
Advertising, Printing, and Stationery	3,802.42		7.00		3,809.42		782	15	2
Preliminary, Parliamentary, and Legal Expenses . . .	46,359.78		837.06		47,196.84		9,697	19	7
Direction, Salaries, Office Expenses, Travelling, &c., as per Abstract "A"	56,263.29		3,948.20		60,211.49		12,372	4	6
Office and Stations' Furniture and Fittings.	11,801.86		.....		11,801.86		2,425	0	9
Engineering and Surveying.	69,775.98		90.47		69,866.45		14,356	2	5
Land for Road and Stations.	4,543.22		327.00		4,870.22		1,000	14	7
Works of Line, Buildings, &c.	2,112,749.95		954.46		2,113,704.41		434,322	16	6
Engines and Tenders.	337,103.14		.....		337,193.14		69,286	5	3
Cars, Trucks, Wagons, and other Rolling Stock . . .	375,215.09		17,595.92		392,811.01		89,714	11	10
Steamboats	97,914.76		.....		97,914.76		20,119	9	5
Buffalo Extension, and Port Erie New Works.	109,530.63		368.54		109,899.17		22,582	0	6
Goderich Extension and Harbour, as per Abstract "B."	243,810.74		14,697.80		258,508.54		53,118	3	11
Stationary Engines, Boilers, &c.	2,263.28		.....		2,263.28		465	1	2
Stores	3,474.03		.....		3,474.03		713	16	10
Rental Account	704,740.24		.....		704,740.24		144,809	12	9
Loss on forfeited shares, shrs. sold, and shares issued at discount.	2,291,281.61		.....		2,291,281.61		470,811	5	9
Loss on revenue, exchange, wood contract, and bad debts.	144,908.93		15,289.20		160,198.13		32,917	8	7
Interest & Premium Account	147,142.65		.....		147,142.65		30,234	15	11
Unsettled Accounts of former Directors, less \$1,000 . . .	5,527.48		2.75		4,530.23		930	17	5
Hamilton and Port Dover Railway.	312.00		355.30		667.30		137	2	4
	\$6,708,611.08		\$54,473.70		\$6,822,084.78		£1,401,798	5	2
Buffalo, Brantford, and Goderich Railway Company less \$1,000 for land sold (Balance in Canada Books)	150,901.03		2.75		149,903.78		30,802	2	11
Deferred Bonds	97,333.40		.....		97,333.40		20,000	0	0
	\$7,016,845.51		54,476.45		\$7,069,321.96		£1,452,600	8	1
By Balance .....	.....		90,842.47		290,842.47		18,666	5	3
	\$7,016,845.51		\$145,318.92		\$7,160,164.43		£1,471,266	13	4

THOS. W. BUSSELL, Accountant.

Accountant's Office, Brantford, C. W.,

4th September, 1863.

Half-yr. ending 31 July, 1862.

\$	Ct.	Sterling.
51,637.48		£ 10,620 14 3
169,466.06		34,821 15 10
2,415.00		496 4 8
3,340.27		686 7 1
933.29		191 15 7
48.26		9 18 3
498.31		102 7 11
73.11		15 0 6
60.00		13 11 3
615.02		126 7 6
\$229,142.80		£ 47,084 2 10
\$53,994.92		£ 11,094 16 11
\$53,994.92		£ 11,094 16 11
35,367.18		7,267 4 7
52,388.88		10,704 16 9
\$87,756.06		£ 18,032 1 4

REVENUE:—

\$	Ct.	Sterling.
Passengers	70,246.87	£ 14,434 6
Freight	176,245.37	36,214 16
Mails	2,415.00	496 4 8
Express and Parcels	3,410.01	700 13
Rent of Stations, &c.	1,501.84	308 11
Demurrage, Storage, &c.	2,431.40	499 12
Elevation	506.08	103 19
Cartage .....	.....	.....
Dockage	18.89	3 17
Newsvending in Cars	66.00	13 11
Customs Fees, &c.	15.75	3 4
Transfer Fees	304.10	62 9

To Balance brought down

To Balance brought down

To Balance brought down

Accountant's Office, Brantford, C. W.,

4th September, 1863.

THOS. W. BUSSELL, Accountant.

N. B. The above amounts are reduced to Sterling at the par of Exchange—109½, and loss by depreciation of United States currency specially charged.

ABSTRACTS REFERRED TO IN REVENUE ACCOUNT.

Half-year
ending 31
July, 1862.C.
MAINTENANCE OF WAY AND BUILDINGS.

Performed by contract at a cost of	\$	Ct.
Wages to Inspectors, Trackmen and Laborers	10,654.24	
Repairs of Track, including new Ties ..	6,854.98	
Repairs of plant and Tools	949.00	
Stations, Buildings, and Yards	455.40	
Bridges, Culverts, and Fencing	1,379.43	
Fort Erie & Black Rock Piers and Aprons ..	1,250.53	
Buffalo side	62.97	
Goderich Grain Elevators (included with Stations' Buildings) .....	.....
Locomotive Power	975.66	
Engineering, Small Stores and Sundries ..	1,070.50	
	\$33,257.90	

Half-year
ending 31
July, 1862.D.
LOCOMOTIVE EXPENSES.

Half-year ending 31 July, 1862.	\$	Ct.
Wages of Enginemen and Firemen	14,345.77	
Do, Cleaners and Labourers	2,243.16	
Do, Pumpers	1,548.18	
Fuel	14,557.01	
Oil and Tallow	757.33	
Waste and Small Stores	750.43	
Materials, Fuel, and Wages for Repairs ..	14,400.39	
Maintenance of Turntables	103.00	
Ditto Tanks, Pumps, &c.	305.50	
	\$40,080.76	

E.

TRANSPORTATION EXPENSES.

\$	Ct.
Conductors, Brecksmen, & Baggage-men ..	6,751.82
Police, Switchmen, &c.	3,100.30
Porters	12,074.35
Stores Consumed	1,735.93
Car Expenses and Repairs	10,222.00
Exchange of Stock .....	.....
Telegraph Expenses	1,554.87
Freight Expenses	758.14
	\$30,230.31

F.

GENERAL CHARGES.

\$	Ct.
Superintendents and Clerks	13,500.00
Advertising, Printing, and Stationery ..	2,650.00
Rents and Office Expenses	1,718.88
Travelling Expenses	308.00
Miscellaneous Expenses	531.00
	\$19,707.88

Half-yr. ending

\$	Ct.
32,955.82	
49,080.76	
33,808.35	
17,540.31	
2,916.26	
677.95	
7,800.00	
13,107.65	
3,430.55	

423.33	
4,333.61	
402.50	
2,096.06	
748.69	
826.04	

\$175,147.88	
53,994.92	
\$229,142.80	
911.62	
16,117.2	
1,598.85	

\$18,627.74	
35,367.18	

\$53,994.92	
-------------	--

73,150.00	
2,025.42	
8,443.50	
3,237.14	

\$87,756.06	
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Half-year
ending 31
July, 1862.

\$4,000.00	
185.75	
6,580.02	
1,424.08	
227.00	
13,107.65	

THE HALF-YEAR ENDING 31st JULY, 1863.

Cr.

	Half-yr. ending	\$ Ct.	Sterling.	EXPENSES:		\$ Ct.	Sterling.
Jt.	Sterling.	\$ Ct.	Sterling.	Maintenance of Way, and Buildings, as per			
'87	£ 14,434 6	32,955.82	£ 6,771 14 11	Abstract C	33,257.90		£ 6,833 16 5
'37	36,214 16	49,080.76	10,085 1 9	Locomotive Expenses, as per Abstract D	36,733.31		7,547 19 1
'00	496 4	33,608.35	7,974 6 5	Transportation Expenses, " E	36,259.31		7,450 10 9
'01	700 13	17,540.31	3,604 3 5	General Charges, " F	19,207.44		3,946 14 8
'84	308 11	2,916.26	599 4 8	Compensation Claims	1,680.23		345 5 0
'40	499 12	677.95	139 6 1	Freight, Commissions and Allowances	367.74		75 11 3
'08	103 19	7,800.00	1,602 14 9	Working "Niagara" Ferry	7,912.10		1,625 15 6
.....				Transportation of Passengers and Freight, as per			
'89	3 17	13,107.65	2,693 7 1	Abstract G	16,345.58		3,358 13 7
'00	13 11			Through Passenger Expenses, Agencies, &c., as			
'75	3 4	3,430.55	704 18 2	per Abstract H	2,536.39		521 3 7
'16	62 9			Direction, being proportion of Remuneration to			
		423.33	86 19 9	Canadian Board	531.33		109 3 6
'37	£ 52,841 7	4,333.61	890 9 4	Proportion of Expenses of London Agency, as per			
'19	£ 19,345 18	402.50	82 14 1	Abstract I	4,109.51		844 8 5
'19	£ 19,345 18	2,096.06	430 13 11	Government Inspection Charges	1,210.67		.....
'55	£ 12,282 0	748.69	153 16 11	Insurance Fund	\$ 1,210.67		
		826.04	169 14 8	Ditto proportion of Premium paid	794.07	—2,010.74	413 3 3
				Law Expenses	1,149.71		236 4 10
				Taxes	909.89		186 19 2
						163,011.18	£ 33,495 9 0
'55	£ 12,282 0	\$ 175,147.88	£ 35,989 5 11	Balance	94,150.19		19,345 18 7
		63,994.92	11,094 16 11				
'42	£ 5,300 8	\$ 229,142.80	£ 47,084 2 10			\$ 257,161.37	£ 52,841 7 7
				General Manager's Commission			
		911.62	187 6 4	for Year ending 31st January, 1863	1,063.87		218 12 1
L.L., Accountant.		16,117.2	3,311 15 5	Expended on Removal of Iron	16,332.08		3,355 18 1
		1,596.85	328 10 7	Discount on American money, &c.	16,981.69		3,489 7 10
						\$ 34,377.64	£ 7,063 18 0
, and loss		\$ 18,627.74	3,827 12 4	Balance	50,772.55		12,282 0 7
		35,367.18	7,267 4 7				
						\$ 94,150.19	£ 19,345 18 7
		\$ 63,994.92	£ 11,094 16 11	Interest paid on Mortgage Bonds	25,371.68		5,213 7 3
				Paid for Hire of Cars	4,312.50		886 2 6
N.T.		73,150.00	15,030 16 5	Interest on Chattel Bonds	2,762.14		567 11 3
		2,925.42	601 2 8	Ditto Loans	1,530.81		314 11 0
		8,443.50	1,734 19 4			\$ 33,977.13	6,981 12 0
		3,237.14	665 3 4	Balance	25,795.42		5,300 8 7
EXPENSES.		\$ 87,756.06	£ 18,032 1 4			\$ 59,772.55	£ 12,282 0 7
women 12m							
rivers 18m							

	Half-year ending 8 th July, 1902.		G. TRANSPORTATION OF PASSENGERS AND FREIGHT.		Half-year ending 8 th July, 1902.	H. THROUGH PASSENGER EXPENSES, AGENCIES, &c.	\$ Ct.
for Repairs.	\$4,080.00	Rent to New York Central Railroad Co..	4,080.00	\$1,173.06	Buffalo Agency.....	275.00	
	185.75	Transfer of Passengers and Baggage in Buffalo.....	343.75	220.05	Agents' Commission.....	545.01	
	0,580.02	New York Central Railroad for hauling Freight.....	0,400.00	1,239.44	Eastern Agency.....	701.43	
	1,424.08	Cartage of Freight in Buffalo.....	1,401.34	204.00	Western Agency.....	202.75	
	227.00	Driving Live Stock in Buffalo.....	423.50	503.40	Travelling Agency.....	877.80	
					Advertising, Printing, and Stationery, &c.	439.50	
	13,107.05		\$ 10,345.58	\$8,450.55			\$ 2,680.39

Half-year ending 31 July, 1869.	\$1,042.50	Proportion of Directors' Remuneration . . .	\$ 1,314.00
	1,880.00	Salaries, Rent, &c.	1,713.68
	465.86	Office Expenses and Travelling	529.04
	388.65	Advertising, Printing and Stationery . . .	551.91
	<u>\$4,399.61</u>		<u>\$4,100.51</u>

E.

	£	s.	d.	Sterling.
To Balance at credit "Capital Account"	90,842	47	5	d.
" Ditto "Revenue Account"	25,795	42	3	
" Traffic Balances due to Foreign Companies	36,055	32	8	
" Salaries, Wages, and Sundry Accounts charged but not paid	24,146	49	2	
" Balance for Maintenance Plant, received from late Contractor	4,905	62	0	
" Amount due to Contractor on Certificates passed	3,834	87	8	
" Excess of B. B. & G. Bonds in circulation above £500,000 sterling, say £2,400	11,630	00	0	
" Stupe, say Account for rebuilding Car Shops, &c., destroyed by Fire	604	44	3	
" Sundry Accounts, as per Ledger	2,038	70	5	
" Loan Account	57,368	88	8	
" Unclaimed Dividend Account	8	67	15	
	\$257,520	88		
	£52,915	5	0	
	\$257,520	88		
	£52,915	5	0	
By Cash at Banks	73,881	08	1	d.
" Traffic Balances due from Foreign Companies	22,201	86	6	
" Stores and Wood on hand	75,413	93	5	
" Amount outstanding on Wood and Land advances payable Contractor	2,952	70	7	
" Amount paid B. C. & L. H. Steamboats on Guarantee Account, not yet arranged	3,203	43	11	
" Rent and Insurance paid, not yet chargeable	4,756	87	8	
" Insurance Fund	3,777	00	9	
" Advance on Steamboat "Canadian"	12,048	60	2	
" Sundry Floating Accounts with Stations and Agencies	38,301	08	11	
" Sundry Accounts, as per Ledger	18,393	04	19	
" July Cash, late received in August	6,203	45	11	
" Suspense Account (London)	1,558	82	6	
	\$257,520	88		
	£52,915	5	0	
	\$257,520	88		
	£52,915	5	0	

THOS. W. BUSSELL, Accountant.

BUFFALO AND LAKE HURON RAILWAY.

Dr. STORES' DEPARTMENT BALANCE SHEET,—*Half-year ending July 31st, 1863.* *Cr.*

To Balance brought from last Half-yearly Balance Sheet, being the value of Stock then on hand	\$ 30,912.13	
" Tradesmen's Accounts, &c., certified for payment during current Half-year	28,244.91	
" Mechanical Department—for work done ... \$4,779.92		
" " " for old materials.. 3,663.33		
	<u>8,443.25</u>	
By Stores issued as follows:—		
To Mechanical Department		\$ 32,153.89
" Engineer Department		2,974.49
" Traffic Department		1,501.99
" Wood Department		60.19
" R. S. Carver		81
		<u>\$ 36,691.37</u>
By Stationery issued as follows:—		
To Mechanical Department		\$ 112.50
" Engineer Department		53.90
" General Offices		288.80
" Traffic Department		1,002.69
" Wood Department		17.35
		<u>1,475.24</u>
By old materials sold—To Pratt & Co.		\$ 1,487.92
" " J. & W. C. Scoville		1,132.98
" " L. & P. Sawyer		99.31
" " In stores		943.12
" Stock on hand		<u>3,663.33</u>
		<u>31,770.35</u>
		<u>\$ 73,600.29</u>

C. GILBERT, *Storekeeper.*

BUFFALO AND LAKE HURON RAILWAY.—Mileage of Engines, Half-Year ending July 31st, 1863.

No.	Name.	Passenger.	Freight.	Mixed.	Plowing.	Shunt- ing.	Light.	Construc- tion.	Mainte- nance.	Wood.	Total.	Condition.
1	Goderech ...	1,984	...	16	960	6,124	50	...	220	...	7,370	Good working order.
2	Waterloo ...	10,761	628	206	2,860	3,820	80	...	246	...	9,914	ditto
3	Caledonia ...	17,434	...	...	...	8	...	...	...	...	10,769	First class.
4	Cayuga ...	...	...	...	...	6,948	20	...	...	...	17,454	ditto
5	Dunnville ...	15,986	...	...	...	40	50	...	...	...	6,998	Good working order.
6	Stratford ...	8,034	...	80	36	40	...	...	...	...	16,026	First class.
7	Victoria ...	Converted into	Stationary Eng	Ditto	...	...	...	...	...	...	8,190	ditto
8	Welland ...	...	Ditto	425	130	1,472	5	...	180	...	13,224	Good working order.
9	Huron ...	...	...	...	136	192	15	...	...	...	321	First class.
10	Superior ...	...	11,022	...	...	...	...	...	...	...	...	...
11	Exter ...	...	8	...	...	...	...	...	...	...	...	...
12	Heseltine ...	...	...	4,309	432	900	5	...	315	...	8,120	ditto
13	Powell ...	40	...	1,070	1,572	2,448	45	...	215	...	10,454	ditto
14	Brant ...	1,829	1,025	5,893	...	1,004	...	...	...	2,100	10,146	ditto
15	Buffalo ...	636	5,072	4,112	304	760	5	...	145	...	11,034	ditto
16	Michigan ...	3,399	8,227	1,292	224	832	30	...	...	585	14,589	Under heavy repairs.
17	Chicago ...	32	6,992	170	368	836	...	...	830	470	9,584	First class.
18	Minnesota ...	110	9,683	170	...	1,232	...	...	440	...	12,003	ditto
19	Missaukee ...	214	1,798	2,886	56	335	5	...	480	280	13,901	ditto
20	Illinois ...	376	6,379	5,022	72	296	...	...	45	...	5,616	ditto
21	Wisconsin ...	636	2,046	2,516	248	232	15	...	25	...	520	ditto
22	Iowa ...	...	...	...	430	1,196	95	...	...	...	10,621	Working order.
23	Saginaw ...	...	...	3,621	272	964	25	...	840	55	12,992	First class.
24	Paris ...	...	...	340	392	544	70	...	615	605	13,019	ditto
25	Oxford ...	...	5,704	5,280	224	648	10	...	50	115	12,850	ditto
26	Perth ...	170	6,522	...	...	12,850	...	...	...	...	15,440	Under light repairs.
27	Haldimand ...	...	...	...	...	15,440	...	...	...	...	...	...
28	Boxer ...	...	...	...	...	...	...	...	...	...	...	...
29	Growler ...	...	...	...	...	...	...	...	...	...	...	...
TOTALS ..		62,091	85,294	37,703	9,456	60,020	530	...	4,646	4,600	201,340	

TOTAL, 256,094 TRAFFIC MILES.

THOS. PATTERSON, Loco. Supt.

BUFFALO AND LAKE HURON RAILWAY.

Comparative Statement of Locomotive and Car Expenses for the two corresponding Half-Years ending July 31st, 1862, and 1863.

	July, 1862.	July, 1863.
Total Traffic Miles run by Engines	Miles 265,561	Miles 255,094
Total Cost of Repairs of Locomotives.....	\$ 14,469.30	\$ 7,350.47
Do. Running Expenses	34,201.88	29,016.74
Do. Maintenance of Turntables.....	103.90	87.20
Do. Maintenance of Tanks, Pumps, &c..	305.50	278.00
Total Locomotive Expenses for the Half-year..	\$ 49,080.76	\$ 36,733.31
Per Mile run, Repairs of Locomotives	cts. 5.45	cts. 2.88
Do. Running Expenses.....	12.88	11.37
Do. Maintenance of Turntables	0.04	0.03
Do. Maintenance of Tanks, Pumps, &c..	0.11	0.11
Total Locomotive Expenses per mile run	cts. 18.48	cts. 14.39
Per Mile run, Cost of Fuel.....	cts. 5.48	cts. 5.00
Do. do. Oil and Tallow	0.29	0.14
Do. do. Waste and Small Stores...	0.28	0.17
Do. Wages of Enginemen & Firemen..	5.40	4.73
Do. do. Cleaners and Labourers...	0.84	0.79
Do. do. Pumpers	0.59	0.54
Total Rung. Expen. per Mile run (as shown above)	cts. 12.88	cts. 11.37
Total Cost of Repairs of Cars	\$ 13,092.69	\$ 10,215.77
Repairs of Cars per Traffic Engine Mile.....	cts. 4.93	cts. 4.00
Average Distance run with one Cord of Wood... Miles	52.30	Miles 53.28
Do. do. Pint of Oil.....	39.03	32.05
Per centage of Shunting, Piloting, and Light to Traffic Train mileage	42.42	37.82
Total Locomotive and Car Expenses per mile run	cts. 23.41	cts. 18.39

C. GILBERT, Mechanical Accountant.

BUFFALO AND LAKE HURON RAILWAY.

*Statement showing the Stock of Engines and Cars, at the close
of the Half-year ending July 31st, 1863.*

Description.	Number as per last Return.	Added in the Half- Year.	Present Stock.	Remarks.
Locomotives	25	....	25	....
Yard Engines	2	....	2	....
First Class Cars	14	....	14	One requires re- building. Ditto.
Second Class Cars	4	....	4	
Post Office, Express, and Baggage Cars..... }	4	....	4	....
Baggage and Express Cars..	6	....	6	....
Auxiliary and Wood Con- ductors Cars	2	....	2	....
Freight Conductor's Cars ..	2	....	2	....
Box Freight Cars	207	....	207	....
Platform Cars	109	....	109	....
Cattle Cars	13	....	13	....
Ballast Cars 4 wheels	74	74	Some of these have been broken up, and others in bad condition.
Ditto 8 wheels	
Totals	462	462	

C. GILBERT, Mechanical Acct.

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BUFFALO AND LAKE HURON RAILWAY
COMPANY, CANADA WEST.

NOTICE is hereby given, that the HALF-YEARLY MEETING of the Shareholders in this Company is appointed to be held at the LONDON TAVERN, *Bishopsgate Street, London, on Friday, October 30th*, at One o'clock, for the purpose of submitting a Report and Statement of Accounts for the Half-Year ending 31st July last, and for other business.

Bondholders are requested to attend.

By order of the Board,

THOMAS SHORT,

Secretary.

80, Lombard Street, London,
October 7th, 1863.
